



Site Tour Notes

PROJECT CCC I-680/Treat Boulevard Bike/Ped Plan ORGANIZER Jamar Stamps 925.674.7832 John Lieswyn 530.750.9342

SUBJECT Site Tour **DATE** Monday May 19, 2014

VENUE Contra Costa Transportation Authority, 2999
Oak Road, Suite 100
TIME 1:00 – 3:30 pm

Attendees:

Jamar Stamps Client Project Manager CCC Department of Conservation and Development

John Lieswyn Consultant Team PM Alta Planning + Design

Angela Villar Key stakeholder Contra Costa County Public Works

David MahamaTraffic engineeringDKSMaria TribelhornTraffic engineeringDKS

Alexandra Sweet Transportation planner Alta Planning + Design Jeremy Lochirco Key stakeholder City of Walnut Creek

Coire Reilly Key stakeholder Contra Costa County Health Services Department

Anh Phan Nguyen Key stakeholder Caltrans

Topic / Discussion	Action
1. Scope & Schedule	
Geographic scope; major deliverables (the next set of deliverables includes the	
Existing Conditions Draft Memorandum and the Traffic Technical	
Memorandum)	

2. Data Collection

Right of way lines not yet on the base maps.

Design Assumptions

Lane widths will be no less than 11' except turn lanes that may be as narrow as 10.5'.

Medians can be narrowed; all proposals to remain within public right of way; consider existing public use of paths within private land

Opportunities and Constraints

Two-way path on north side between Buskirk and Oak could be better connected

Free right turns (e.g. at Oak) and oblique merges present weaving sections that create conflict points for motorists and bicyclists.

Opportunities may exist to widen sidewalks into shared use paths by narrowing lanes, medians, or landscaping within the public right of way

Existing wide curbside lanes on overcrossing permit overtaking of disabled

County to supply property boundaries

vehicles while effectively maintain two through lanes in each direction; narrowing these lanes to provide bicycle lanes and/or a wider shared path on the north side would increase congestion during such (rare) events.

No dedicated bike lanes at the Main/Geary/Treat intersection – for the west approach there may be an opportunity to eliminate the right turn lane and restripe the outer through lane as a mixed through and right turn lane to make more room for bicycle facilities. However, a through bike pocket cannot be placed to the left of a mixed through and right turn lane.

Eastbound Treat between Buskirk and Oak could be sharrows or reallocation of curb lane. There is limited demand for bike travel to the east of the study area.

If a bike pocket does not fit between right turn and through lanes, a combined turn / bike lane is an option (graphic handout)

Between Jones and Oak – wide parking / right turn lane would be the natural space for a bicyclist – sharrows would be the minimum however speeds are not equitable between those who would most benefit and motor traffic speeds

Curb ramp improvements to meet ADA / best practices are needed at some locations; consider median ped phase call button relocations and additions

3. Site Tour

Photos follow and descriptions appended

4. Debriefing

City of Walnut Creek described larger traffic demand / congestion context around I-680 and nearby interchanges; current measures might only be interim.

Alta mentioned Portland example of catering for traffic growth entirely through non-single occupant vehicle (largely bicycle) means as a lower cost alternative to capacity expansion; mention of possible structural changes (i.e. external factors like long term fuel prices) affecting demand for car travel, need for transportation choices to meet sustainability goals

Modeling will consider existing and future volumes. Future volumes are found in the recent TIA provided by City of Walnut Creek and should still be current projections.

Discussion of rationalizing driveways to Walgreens to reduce conflicts; outreach to affected property owners prior to the public workshop; City of Walnut Creek to lead such outreach in their jurisdiction on behalf of the study team

Study team to couch recommendations in short and long term contexts

Caltrans is looking at an intersection redesign for the I-680 ramps. They are using TOPLE; team to request info

Walnut Creek to lead outreach with Walgreens development

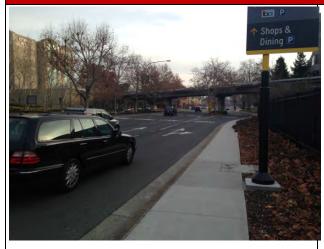
5. Next Steps

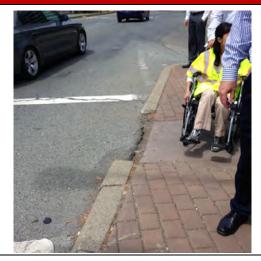
Develop and validate base condition traffic model

Prepare alternatives for stakeholder group review prior to public workshop

Photo Comment

Corridor Wide Observations





View east towards Oak Road on the south side of Treat Boulevard. Stakeholders suggested we prioritize the north side of Treat Boulevard because of its existing infrastructure and land uses such as BART. The south side is a lower priority because fewer pedestrians are using this side to access buildings and the limited bicycling facilities east of the project area. Pictured above is the south side of the street heading east on Treat Boulevard and approaching Oak Road.

North crosswalk of Buskirk Avenue typifies some of the existing curb ramps that are poorly maintained and difficult to traverse for those with mobility impairments.

Overcrossing

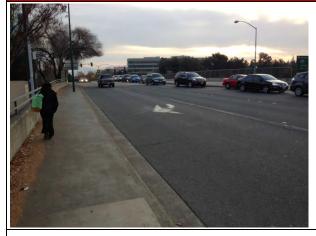


View west of the I-680 overcrossing sidewalk from Buskirk Avenue. Current 5' wide sidewalk is insufficient for two-way pedestrian use. Bicyclists were observed using this facility to travel east and west instead of using the roadway. A wider path would better cater for existing preferences of pedestrians and bicyclists between Main Street and Oak Road.



View west of the I-680 overcrossing, south side from Buskirk Avenue. No sidewalk or bike lane exists; a wide curbside lane could be restriped with a bike lane.

Overcrossing (cont'd)



The traffic model (grounded by peak hour traffic counts) will assess if the overcrossing has excess capacity for existing and/or future motor traffic volumes. Consider opportunity to reallocate space for a two-way shared path.



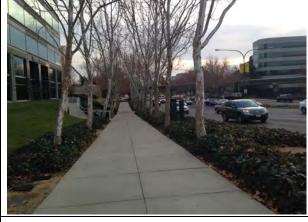
A pedestrian commented that the walk on the overcrossing "is unpleasant and always seems to take longer than it should." Pictured above is the north side of the overcrossing looking west.



View of westbound Treat Boulevard approaching Main Street. Existing bicyclist use of sidewalk in conflict with Walgreens driveway turning movements. Consider site circulation and access. If a two-way shared path is proposed for the north side of Treat Boulevard, consider adding bicycle detection at the Walgreens driveways.

Treat Boulevard between Oak Road and Buskirk Avenue





View of westbound Treat Boulevard from Oak Road. Conflicts between Oak Street vehicles merging onto westbound Treat Boulevard and westbound Treat Boulevard vehicles merging to turn right on to Buskirk Avenue. Consider possibility of closing the free right turn lane from Oak Road.

View looking east on the north side of Treat Boulevard. The sidewalk, which is 8' wide and separated from the street by landscaping and trees, provides an attractive and comfortable walking environment compared to other sidewalks on the corridor. All bicyclists traveling west were observed using this path rather than the road. While the minimum width for a two-way shared path is 10', widening would require removal of the attractive mature trees

Oak Road and Treat Boulevard



View north along Oak Road. How should cyclists get to/from BART at the Oak Road intersection?

- Consider shared path that runs up west side of Oak Road. Bicyclists would cross at Coggins Drive to the east side of Oak Road to continue north to BART.
- Cyclists would cross Oak Road at Treat
 Boulevard and continue up the path on the east
 side of Oak Road.

Determine if Oak Road path placement is in public or private right of way

View west on the east side of Oak Road, showing northbound free right turn lane and splitter island: cars speed around the corner, or block the crosswalk while waiting to merge.



Pictured above is the intersection of Oak Road and Treat Boulevard, where pedestrians have a two-minute wait time to cross the street. One pedestrian commented that it takes a long time to cross the street.

One pedestrian was observed walking down Treat Boulevard median to avoid crossing at an intersection.

Consider a TOUCAN ("two can cross" crosswalk and bike signal on the south leg of the Treat Boulevard / Oak Road intersection.



Pictured above is a pedestrian push-button on a median at the Oak Road and Treat Boulevard intersection.

Observations indicated pedestrians crossing in two stages: ahead of the signal to get to an island or median before finding another gap in traffic. Possible application of Leading Pedestrian Interval (LPI) to reduce potential ped/motorist conflicts and/or providing adequate pedestrian timing for one stage crossing.

Treat Boulevard between Jones Road and Oak Road



Bicyclists are likely to be currently utilizing the lighter colored concrete strip to the right of the dashed lane line; consider opportunity to formalize a westbound bicycle lane near the parking lane or install sharrows.



Pictured above is Treat Boulevard looking east toward Jones Road. A non-compliant MUTCD sign tells drivers to "observe pedestrian right of way." If there is a issue with drivers not yielding to pedestrians, compliant MUTCD signs, striping, and design can improve safety.